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SUPPLEMENT TO REPORT NO. 50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 [redacted] 50X1-HUM

I. Sambor Transloading Station.

1. Sambor is located on the secondary east-west railroad line from Stry to Nowy Zagorz. The east-west trunk line runs from Lemberg to Krakau via Przemysl. Sambor is noteworthy only because the Soviets began constructing a transloading station there in the spring of 1945. The selection of this site for a transloading station may be attributed to the fact that Lemberg, which would have been more suitable, was not able to handle additional traffic. In Sambor, however, there was enough space available for the construction of a transloading station, and trains arriving from the east can be rerouted to Sambor from Lemberg or Ternopol and those arriving from the west from Przemysl without an excessive loss of time. Transloading operations which usually hamper normal railroad traffic were thus transferred from a main line to a subsidiary line. Sambor, therefore, in a sense acts as the transloading station for Lemberg.

2. The Sambor transloading station is directly north of the Sambor railroad station and extends along the railroad line to Lemberg. The transloading station is 2 km long and 200 meters wide. The standard-gauge track enters the area of the transloading station from the south. Four standard and Soviet-gauge tracks running closely side by side are available there. One Soviet-gauge track leaves the station area in the direction of Lemberg to the north. Five rows of wooden storage sheds, each of them 50x30 meters large, were constructed. (1)

3. Up to the fall of 1947, war material, machinery and foodstuffs were transloaded at Sambor. Information on more recent commodities is not available. It is believed that from eight to 16 trains can be transloaded there within a 24-hour period.

II. Medyka, Zurawica, Przemysl, Rawa Ruska, and Hrebenne have not yet been reported as transloading stations. It is believed that these railroad stations are only Polish or Soviet border crossing points, a fact which does necessarily imply that they also serve as transloading stations, (sic; does not necessarily imply?).

III. Transloading Stations in the Carpatho Ukraine.

After the occupation of Eastern Galicia south of Lemberg by the Soviets, the secondary railroad lines in this area gained in importance since this district, which thus was incorporated into the Soviet-gauge railroad system, borders directly on Czechoslovakia and Hungary. Therefore, the problem of transloading goods from Soviet to standard-gauge and vice versa had to be solved there for the first time. The following three railroad lines lead from the U.S.S.R. to Czechoslovakia, Hungary and Rumania through this newly-acquired Soviet territory:
Sambor-Uszok-Uzhorod-Csap;* the heavy war damages suffered by this line have probably not yet been fully repaired.
Stry-Lawoczne-Munkacz-Csap; transloading stations on this line are Munkacz in the U.S.S.R., Cierna in Czechoslovakia and Zahony in Hungary.
Delatyn-Yasnia-Sighetcamara-Batovo-Csap; Sighetcamara in Rumania is the transloading station of this line. (2)
In order to facilitate the direct exchange of goods with Rumania, Czechoslovakia was permitted by the Soviets to operate the Cierna-Csap-Batovo-Satumare/Sighet line with its own railroad personnel, locomotives and rolling stock. This line, therefore, remained a standard-gauge line. It is believed that this is still applicable and that the line mentioned does not handle any freight traffic between the U.S.S.R. and Czechoslovakia and/or Hungary.

1. Munkacs (Mukacevo) transloading station.

The single track Lemberg-Munkacs (redesignated Mukacevo) railroad line was converted into a Soviet-gauge track in 1946. Consequently Munkacs became a transloading point from standard to Soviet-gauge. In the mean time two other transloading points were established at Cierna and Zahony. Since the carrying capacity of the Csap-Munkacs-Lemberg railroad line was limited, no major transloading stations such as those in Sambor, Kovel and Brest Litovsk have been constructed on this line. The Munkacs railroad station is about 1 km long and provided with eight to nine standard and Soviet-gauge tracks. One track is said to be provided with a third rail so as to be usable for both standard and Soviet-gauge trains.

a. Transloading facilities. (3)

b. Sanitary ramp.
The ramp was probably so designated because of the hospital located directly south of it. The wooden ramp is 200 meters long, 10 meters wide, and 1.5 meters high. A standard-gauge track runs along its northern side and a Soviet-gauge track along its southern side. Fifteen freight cars can be transloaded there at the same time.

c. In the New Park are two parallel ramps, each of them 250 to 300 meters long, 10 meters wide and 1.5 meters high, located about 100 meters west of the railroad station area. Twenty to 25 freight cars can be transloaded simultaneously at each of the two ramps, which are provided with both a standard and a Soviet-gauge track. One 15-ton electric portal crane with a traveling crab and a caterpillar crane, either Diesel or gasoline powered, are available.

d. The fuel ramp is located at the western end of the railroad station area close to the line leading to Csap. It consists of earth and sand and is about 300 meters long, 12 meters wide, and 1.5 meters high. A standard-gauge and a Soviet-gauge track run along its two sides. Transloading operations were performed by portable hand pumps. One hose line led to the standard-gauge track, another one to the Soviet-gauge track. One such pump was operated by two men. From 22 to 25 fuel tank cars could be transloaded at the same time.

e. Up to June 1949 most of the trains arriving at Munkacs were standard-gauge trains. From 75 to 80 percent of the goods handled went to the U.S.S.R., the remainder to the west. According to the shipping labels seen, the standard-gauge trains came from Hungary, Czechoslovakia and Austria. German PWs were used only for the transloading of general goods; army goods were generally transloaded by Soviet soldiers. Goods were not stored at Munkacs, but all the commodities arriving were transloaded immediately. Goods transloaded included:

(1) Eastbound goods: Fabrics and cloth, hay, agricultural products, tobacco, stone and cement, lumber, motors and motor vehicles including Tatra sedans, machinery, sheet iron and sectional iron, coal some of which from Upper Silesia for the Skoda armament plant, AT and AAA guns besides artillery pieces of all calibers.
(2) Westbound goods: Grain, ammunition in boxes, iron ore for the Skoda armament plant.

f. Transloading by hand was performed only during the day. The two cranes in the New Park, however, worked around the clock. Three hundred to 400 German PWs, in addition to 300 indigenous civilian workers and Soviet soldiers of the local military post, were employed for transloading operations. All the German PWs left Munkacs on 15 June 1949. From 6 to 8 trains were transloaded daily.

2. Csap transloading station.
No information has been received on this railroad station, which possibly is only a border crossing point. It appears that in this area the Soviets left it to Czechoslovakia and Hungary to construct the required transloading facilities.

3. Cierna transloading station.
The change of place names and the revision of the border in this area make it difficult to obtain a definite picture. [redacted] two place names, 50X1-HUM
Cierna and Tisou and Cierna pri Csap. Possibly these two places are identical. The previous name of the place was Cerna. (4) The Cierna transloading station, the only such station existing in Czechoslovakia, is 3 km long, 1 km wide and has 96 tracks. The layout of the trackage could not be determined definitely. However, it is believed that Soviet-gauge and standard-gauge tracks alternate with one another, so that transloading from freight car to freight car or via ramps is possible. Four or five ramps each at least one track wide are available. Two ramps are provided with roofs so that goods which must not be exposed to water can be transloaded in rainy weather. In addition to cranes, 14 exhaustors for the transloading of grain are said to be available. It is believed that two or three storage sheds are available.

a. Goods transloaded.
(1) Goods shipped from Czechoslovakia to the U.S.S.R.:
Industrial products of all kinds including Tatra and Skoda motor vehicles, bicycles and motorcycles, artillery pieces of all calibers manufactured at the Skoda plant, textiles including rubber raincoats and uniforms for the Soviet Army, footwear.
(2) Goods shipped from the U.S.S.R. to Czechoslovakia:
Cotton, iron, steel, iron ore and large quantities of grain. Approximately 300 freight cars, i.e. five to six trains, could be unloaded daily.

b. Conversion of freight cars.
The conversion of freight cars from Soviet to standard-gauge and vice versa is performed at the Cierna railroad station. No recent information on the procedures for these conversions and the number of freight cars which can be converted there daily is available.

4. Zahony transloading station. 50X1-HUM
Zahony is the only transloading point in Hungary. The Soviet-gauge railroad system ends in Zahony. Numerous press reports concerning an extension of the Soviet-gauge track system in the direction of Budapest are believed to be unfounded. Work on the construction of the Zahony transloading station was begun after World War II. The station was completed in late 1948. (5) [redacted] the arrangement of the tracks of this station does not present a clear picture on the transloading operations. [redacted] several tracks are provided with a third rail so that they could be used by both standard and Soviet-gauge trains. 50X1-HUM

[redacted] 50X1-HUM

a. Hungarian reparations goods of all kinds and Hungarian pigs were transloaded.

b. Zahony is provided with a car tipping plant (Vaggonbuktate). The loaded freight car is turned around its longitudinal axle and thus emptied into another freight car standing on the adjacent track. An 8 to 10-ton crane was also available. Sixty cars loaded with slaughtered pigs were transloaded in three hours. Forty cars with flour were transloaded by hand in seven hours. Fifty cars with machinery were transloaded in five hours by means of the crane and by hand.

c. The Zahony transloading station is provided with two freight car converting plants. In these plants the axles of cars are brought to the gauge desired by shifting the wheels. The conversion of one car takes about 10 minutes.

5. Summarizing, in regard to the transloading facilities in the Csap area, it appears that the Cierna and Zahony transloading points are more efficient than the Soviet transloading station at Munkacs. The weakest point seems to be the Csap railroad station, which must handle the traffic to both Czechoslovakia and Hungary.

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IV. Sighetcamara (Camara la Sighet and Sighet.)

[redacted] Sighet and Camara. It is believed that these two names are place names, and that they may refer to stopping points or normal railroad stations. There is only one transloading point in this area, Sighetcamara, which has always been a major railroad station provided with [redacted] facilities required for a locomotive terminal. After World War II Sighetcamara, previously in Hungary, was ceded to Rumania and the area north of it, previously held by the Hungarians and Poles, became Soviet territory. Thus Sighetcamara became a border crossing point and was also made a transloading point equipped with facilities for the conversion of freight cars from Soviet to standard-gauge and vice versa. (6) Soviet-gauge trackage leads from the north as far as Sighetcamara via Stanislau and Delatyn. A standard-gauge track runs from Sighetcamara to Csap. Since the Czechs for the time being use the Cierna-Csap-Sighetcamara line for their trade with Rumania, the line section between Sighetcamara and Valca Visaului, which is part of the Soviet-gauge track system, also offers the possibility of standard-gauge operations. However, definite information on this point is not available.

1. Besides the through tracks the Sighetcamara transloading point is provided with two standard-gauge and two Soviet-gauge transloading tracks which run parallel to each other and are 250 meters long. Transloading is performed by hand directly from car to car. The railroad station is also equipped with two ramps, provided with one standard-gauge and one Soviet-gauge each. Cranes and storage sheds are not available.

2. Goods transloaded from standard to Soviet-gauge included lumber, foodstuffs and machinery, while coal, iron ore and grain were transloaded from Soviet to standard-gauge. The transloading of one train with dismantled equipment took from six to eight hours. Two trains were transloaded every day.

[redacted] Comments.

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(1) For layout sketch, see Annex 1.
(2) For layout sketch, see Annex 2.
(3) For layout sketch, see Annex 3.
(4) For layout sketch, see Annex 4.
(5) For layout sketch, see Annex 5. [redacted]
(6) For layout sketch, see Annex 6.

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[redacted] Comment. Lemberg is now known as Lvov. Csap is also known as Cop.

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6 Annexes: 5 - sketches on ditto.
1 - ozalid ~~with negative~~

[redacted]

Transloading Station of Zambor

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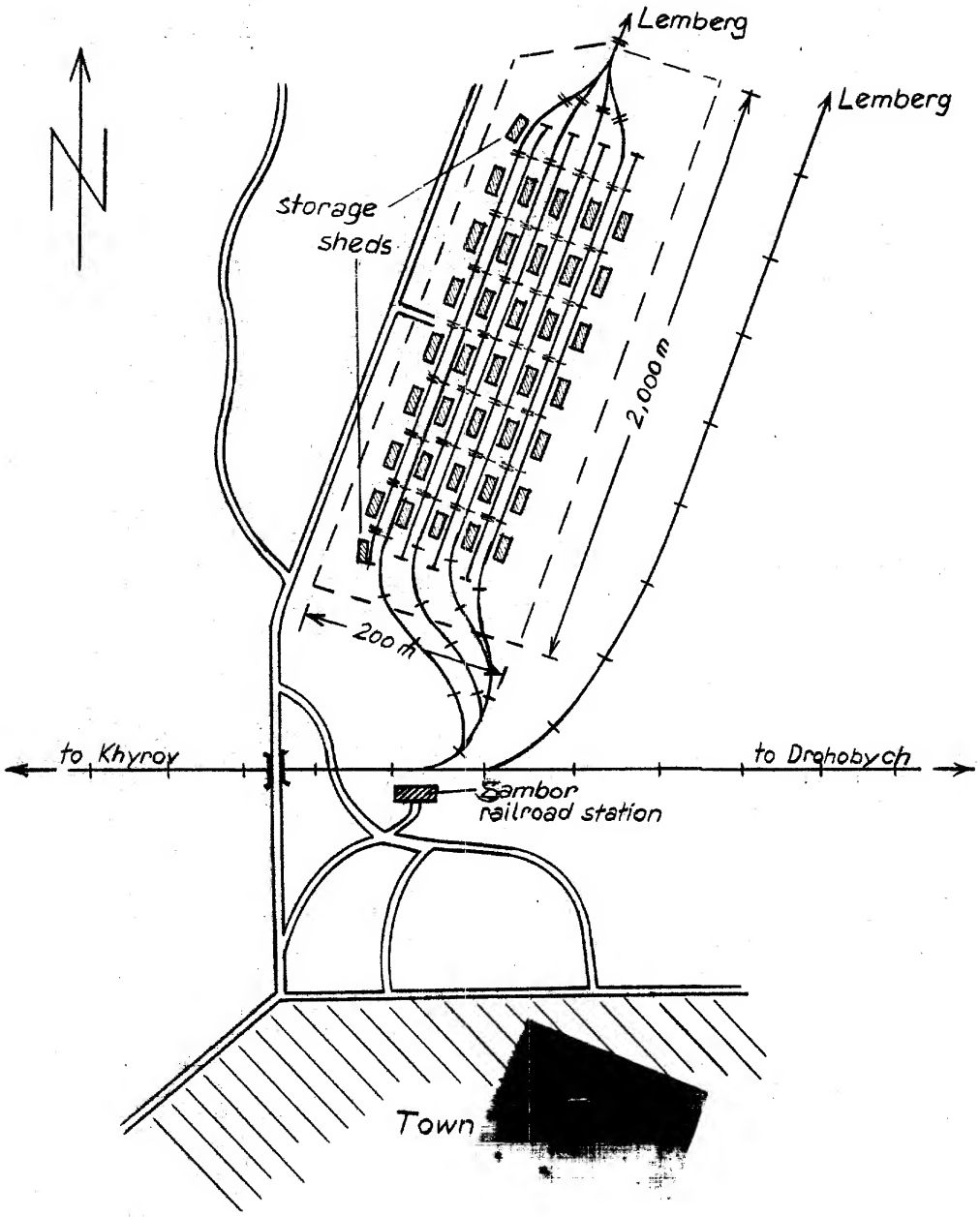

Legend

Soviet gauge

standard gauge

[redacted]

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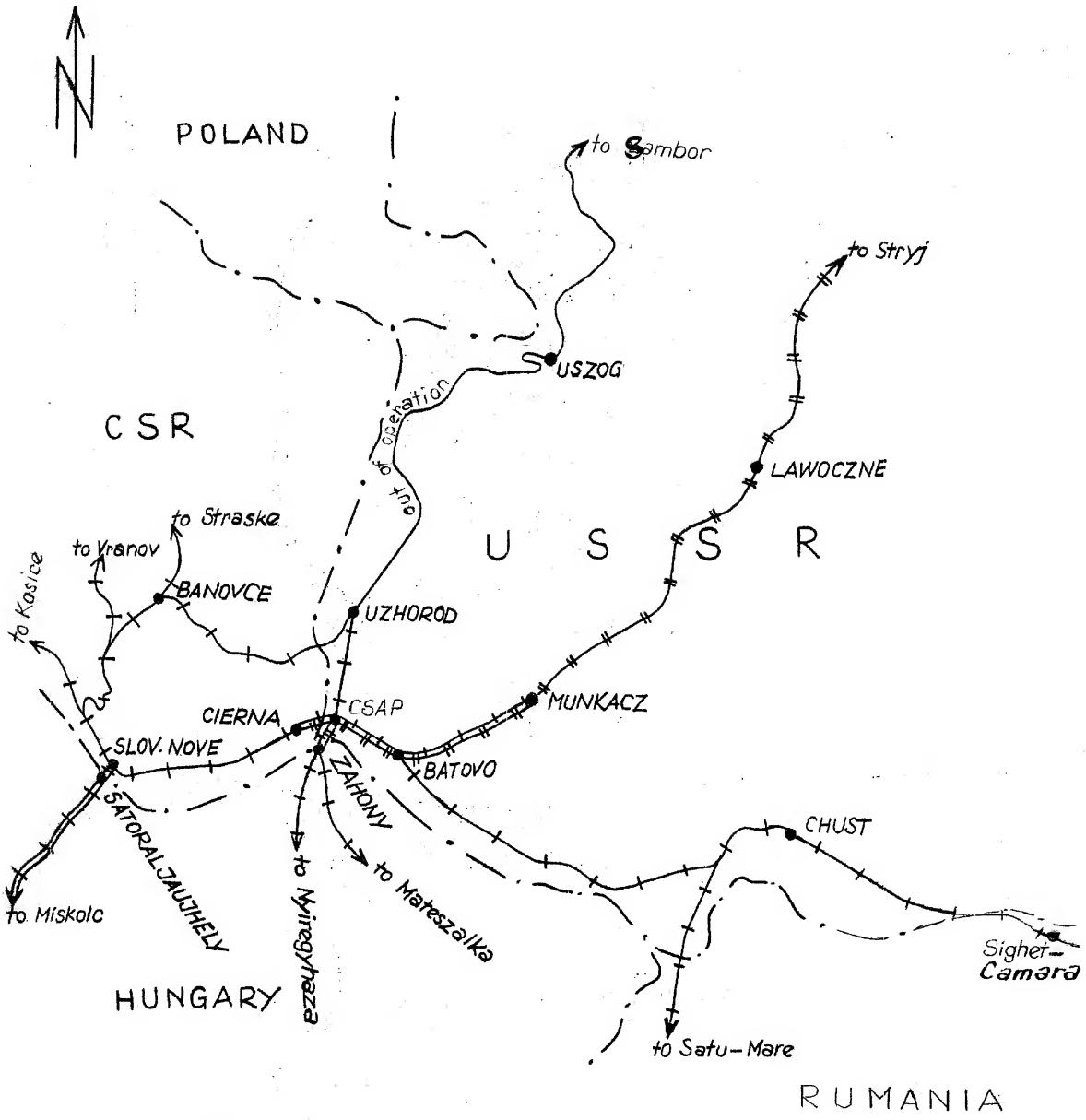


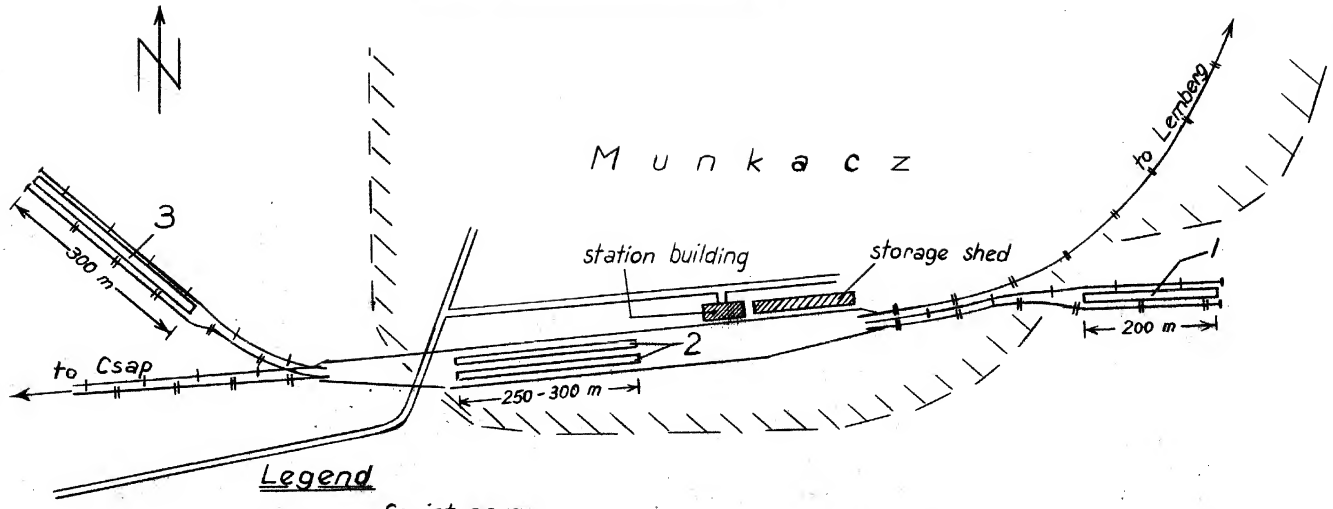
double track standard gauge

single track standard gauge

single track Soviet gauge

scale 1 : 1,000,000

[redacted]



Legend

Soviet gauge

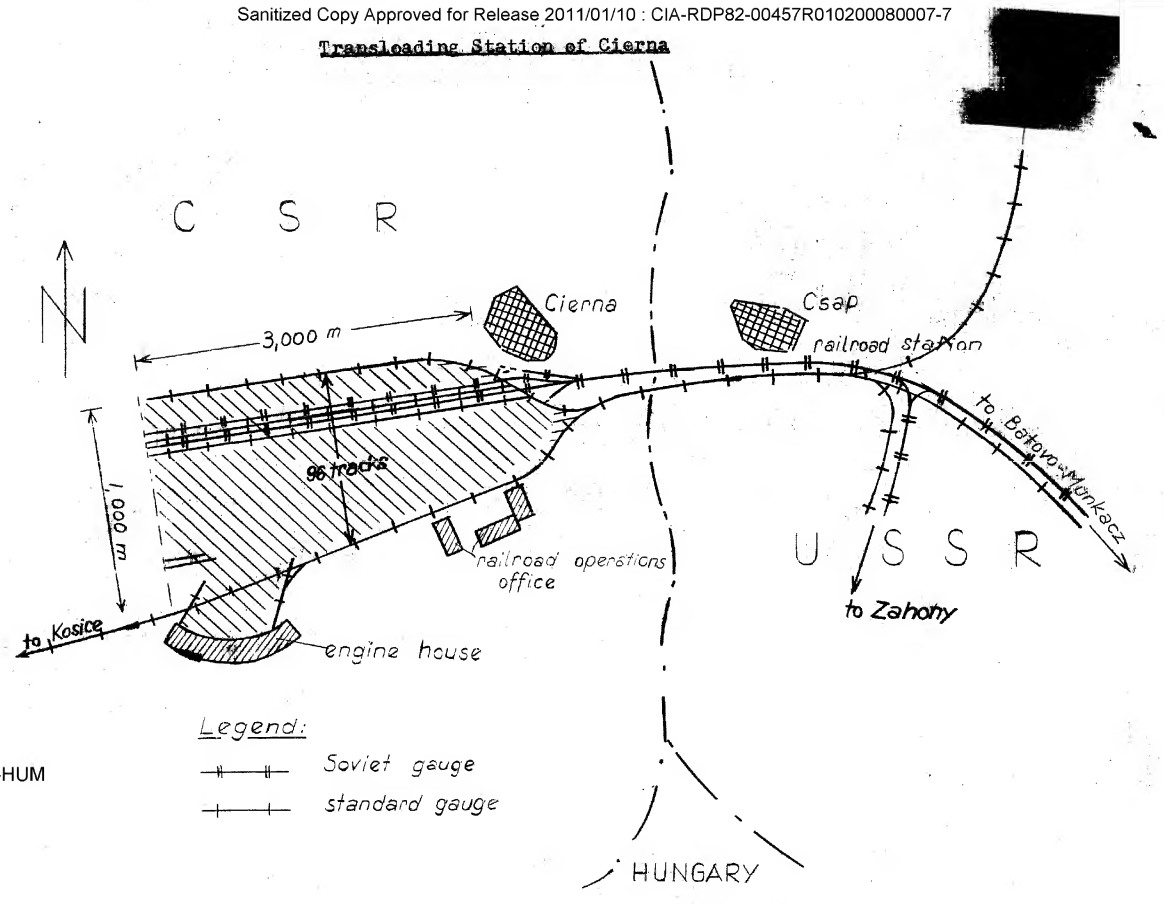
standard gauge

1 Hospital ramp

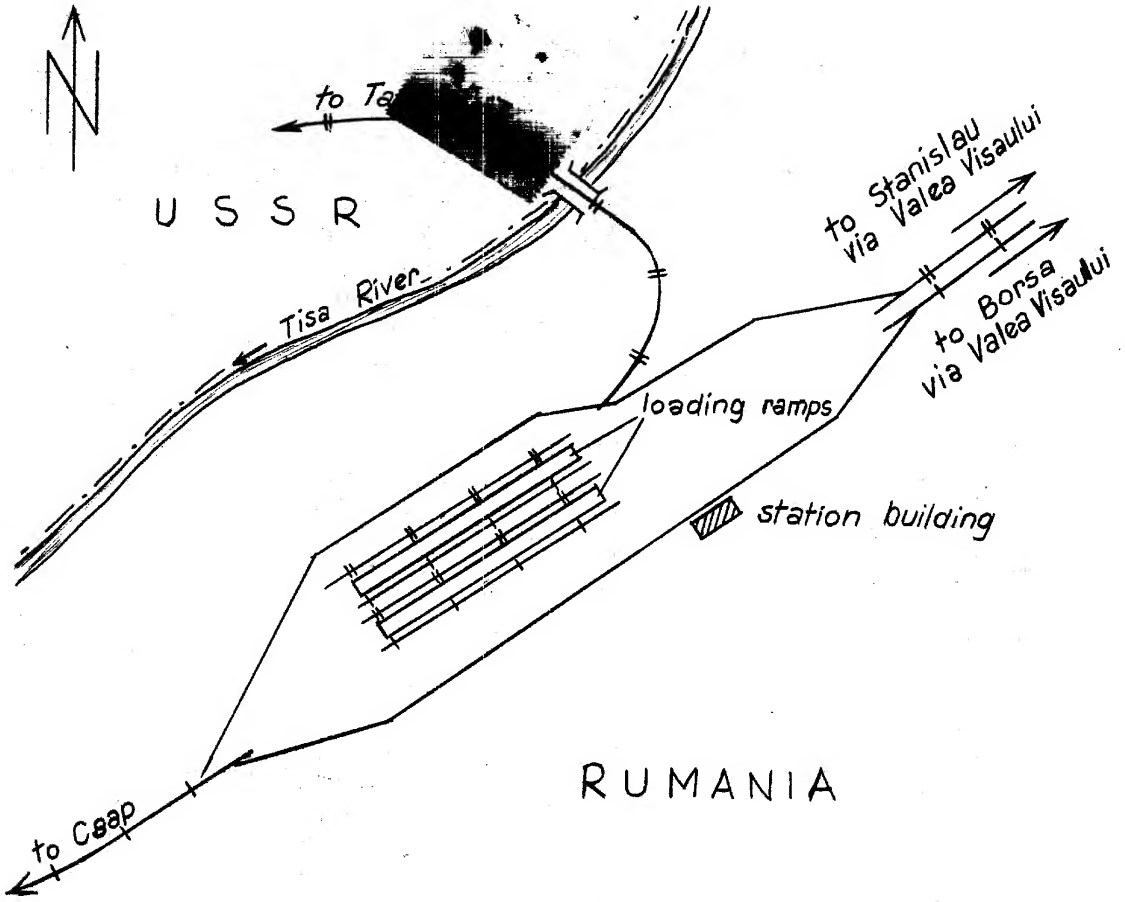
2 New park

3 [redacted]

Transloading Station of Cierna



Transloading Station of Sighetcamara



Legend:

Soviet gauge

standard gauge

Annex 5 to

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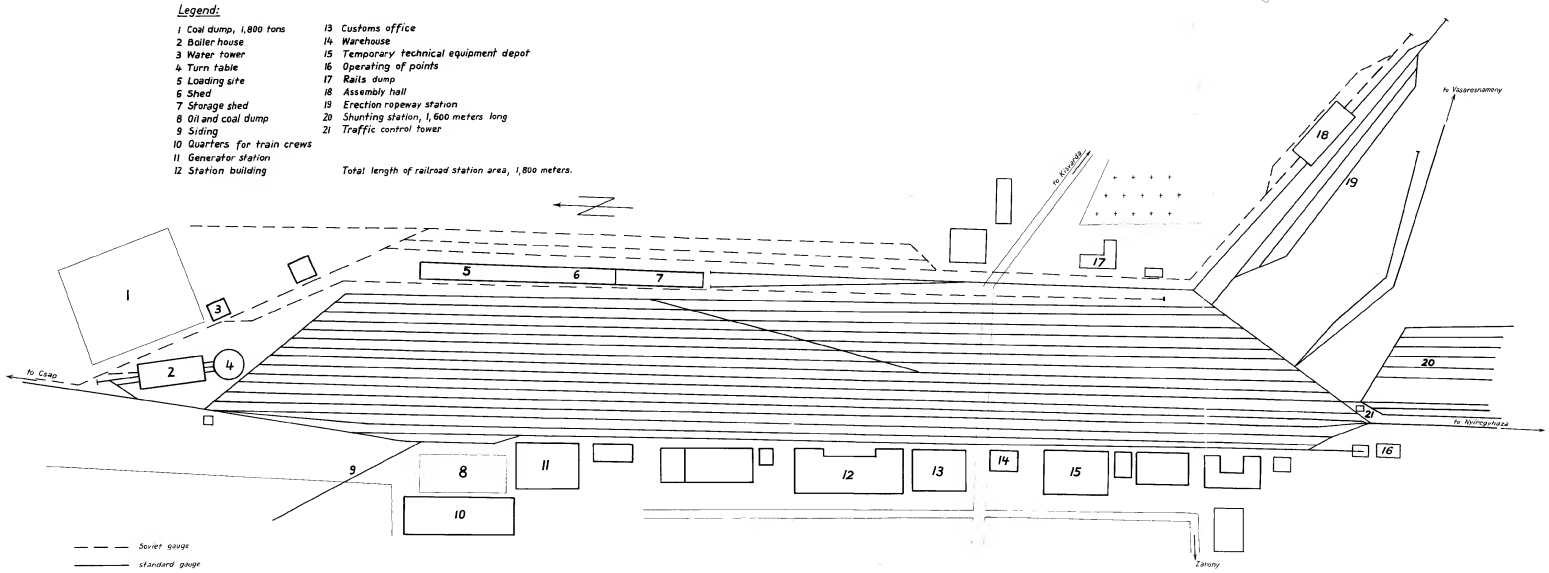
Technical Installation of the Zahony Transloading Station

Legend:

1 Coal dump, 1,800 tons
2 Boiler house
3 Water tower
4 Turn table
5 Loading site
6 Shed
7 Storage shed
8 Oil and coal dump
9 Siding
10 Quarters for train crews
11 Generator station
12 Station building
13 Customs office
14 Warehouse
15 Temporary technical equipment depot
16 Operating of points
17 Rails dump
18 Assembly hall
19 Erection ropeway station
20 Shunting station, 1,600 meters long
21 Traffic control tower

Total length of railroad station area, 1,800 meters.



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